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Only communications relating to the news columns should be addressed to the Editor. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.

No anonymous signed communications that have already appeared in other papers will be inserted. Orders for extra copies of the Daily Press should be sent before 10 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press, Codes: A.B.C. 5th Ed. Lieber's P.O. Box, 38. Telephone No. 12

BIRTH.
On the 28th August, at 8, Scotch Road, Shanghai, the wife of F. A. D. St. Croix, of a son.

DEATH.
On the 22nd August, at Kobe, MAKIE LOUISE MARIE, daughter of Mr. and Mrs. GOMES, Jun., aged 1 year and 8 months.

The Daily Press.

HONGKONG OFFICE: 14, DES VOGES ROAD, C.I.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 2ND SEPTEMBER, 1903

THE announcement, which was first made in a concrete form yesterday, of the appointment of Sir HENRY A. BLAKE, our present Governor, to the Governorship of Ceylon, which will be vacant on the departure for home next month of Sir JOSEPH WEST RIDGEWAY, does not come as a surprise, since it is many months now since it was freely suggested that Sir HENRY BLAKE would succeed Ceylon's departing Governor, provided that Sir J. WEST RIDGEWAY's term were not prolonged. Enquiry at Government House yesterday with regard to the report of the appointment only elicited the reply that "the Government has no communication to make on the subject." This was only to be expected. There are formalities in connection with official news which make it travel slow. Nevertheless we may take it for granted that REUTER'S statement of Sir HENRY BLAKE'S appointment is perfectly true. Ceylon is already preparing for the departure of its present Governor, and we may assume therefore that Sir HENRY BLAKE will be called upon to take up his duties there very shortly. As the Secretary of State for the Colonies pointed out in Parliament recently, Sir HENRY'S term does not expire until November in next year. As a matter of fact His Excellency set foot on this island on the 25th November, 1899, and has therefore governed with the exception of such intervals as he has been absent on leave, for three years and

nine months, and, should he leave us at the same time as Sir J. WEST RIDGEWAY leaves Ceylon, will almost have completed four-fifths of his full period. It would be premature yet to review the chief features of Sir HENRY BLAKE'S eventful governorship here, which has seen so many changes and vicissitudes, and yet such constant growth, in the Colony of Hongkong. This can be more fully done when it becomes necessary to take final leave of His Excellency. In the meantime we beg to offer our congratulations to him on his new appointment. Though there is not very much pecuniary difference between the emoluments of the two posts, it cannot be denied that from Hongkong to Ceylon is looked on in Colonial Office circles as a very high promotion. More arduous, however, the position at Colombo can hardly be considered. Indeed, we should doubt whether a more difficult governorship in many respects than that of Hongkong can be found. It is calculated to try the abilities and tact of the strongest of officials. Much speculation will be rife as to Sir HENRY BLAKE'S successor, and in Hongkong, at this difficult period in its history, much anxiety will be felt until we hear the name of our thirteenth Governor. Such candidates as have been suggested hitherto may be dismissed, for obviously the suggestions were based upon no more than a lively imagination. We most earnestly hope that the home Government will not forget that Hongkong is an ever more rapidly growing place, the administration of which yearly grows more laborious, mentally and physically, to him who has to bear its burden. We believe that the next appointment will have a most important effect on this Colony's future. It is unnecessary to dwell upon the difficulties which will confront the new Governor. In the housing question alone he will have before him a task of enormous magnitude. Under Sir HENRY BLAKE'S rule Hongkong has begun to tackle that question seriously, but that there is a very long way to go before it can be settled satisfactorily who will deny?

The English mail of the 1st ult. was delivered in London on the 31st ult.

No cases of plague were reported during the 24 hours ended at noon yesterday.

Yesterday was the day on which portridge-shooting commenced. The weather was not very propitious for Hongkong sportsmen.

Some people are a bit satisfied. Government servants who are paid in compensation dollars grumbled yesterday on finding that the rising dollar had the effect of docking their pay, and they pray that it may soon fall to 1/6.

There is a rumour in Peking that the present Shanghai Treaty will be dismissed, and Ching Kuan, who has made himself notorious as a tool of the Empress Dowager's party and a zealous reformer-hunter, will be appointed his successor.

We would remind our readers of the concert to be given in the Theatre Royal to-night for the benefit of "Alva the Great," conjurer and hypnotist. Some of the best local talent has been secured for the occasion and the entertainment should be a very good one.

Six Chinamen have been arrested on suspicion of being concerned in an armed robbery which took place beyond Kowloon City on Saturday night last. Patrols of police watched the hills all night when the robbery became known, with the result stated. The prisoners have not yet been charged.

The Tientsin correspondent of the N.C. Daily News says it is reported that the Russians, having secured the bonds of the extramural (Shanghai-Kowloon) railway line, are now arranging to assume control of the direction. Mr. M. T. Liang, Director of the Imperial Railways of North China, went on the 26th ult. ostensibly to view the damage done to the line, but it is believed that he has really gone to consult the Russian officials.

An Ostasiatische Lloyd message dated Tsingtao, 27th August, says:—Twenty-five mostly very heavy criminals, who were occupied in building a street near Syfang, knocked down a German soldier on police duty and wounded three Chinese policemen. Twenty-one of them then fled. The troops of the Garrison of Tsingtao are patrolling the country and have already captured several of the men. The soldier was brought to the hospital, where he was found to have had his skull fractured in different places.

Commencing to-day, an engrossing new serial story will run bi-weekly on page 5, entitled *A Lurking Phantom*: a story of love and mystery, by John Blomdelle-Burton. Mr. Blomdelle-Burton is the author of several well known novels, including *The Hispaniola Plate*, *The Scourge of God*, *A Bitter Heritage*, and, more recently, *The Year One*. Though educated originally for the Army, he did not continue in this intention but migrated to America, living for a time both in Canada and in the United States. Afterwards he corresponded for English and French papers and became special correspondent for the *London Standard*. He has travelled on the continent, but lives now in London. His new serial will be found well worth reading.

Consequent upon the rise in the value of the dollar, Messrs. H. Price & Co., wine and spirit merchants, 12, Queen's Road, notify reductions in their price-list.

Pollard's Lilliputian Opera Company was playing at Seattle, Washington, at the end of July, and achieving great success in *The Belle of New York* and *Dorothy*.

In its despatch to the Secretary of State, the Government of India has advised a liberal improvement in the pay and conditions of service of the Indian Medical Service such as will, it is thought, meet all reasonable grievances.

A Reuter message from Washington, dated August 1, states that "an official denial is given to the report that orders have been issued to the United States European squadron to proceed from Lisbon to Japan. There is at present no intention to send the squadron to Japanese waters." The U. S. squadron is of course now on its way to Beirut, if not already there.

The Bombay Presidency v. Parses match, which concluded in Bombay on the 14th ult., was notable chiefly for the fine all-round play of Mr. K. M. Mistry, who scored 56 and 49 and took 11 wickets for 98 runs. He quite outshone every one else, though Lieut. Weatherly in the Presidency's second innings hit up 63. The Parses won easily by 140 runs (170 and 164 against 78 and 116).

It is reported from Canton that General Fung, finding that the Kwangsi rebels have been showing a friendly disposition toward the Cantonese troops in the Imperial army (who presumably have reconverted), whereas they are animated by great hatred against the Hupsh troops, conceived the idea of dressing his Hupsh men in Cantonese uniform, with no small amount of success. The Kwangsi shop-people have been showing a far more friendly spirit toward the rebels than toward the Hupsh soldiers.

The *Petit Var* last month stated that the dock authorities at Toulon asked the French Minister of Marine whether it was necessary to furnish the cruisers *Sully* and *Dupetit Thouars* with anchors and chains for a long voyage. The reply was that this must be done in the case of the *Sully*, as it was intended to send her to the Far East. With regard to the *Dupetit Thouars*, she has not yet sufficiently advanced for the matter to be decided one way or the other. The *Sully*, together with the *Guichen* and *Montcalm*, will form a division of cruisers in these waters, as we have already reported.

The reappearance of the plague in regular epidemic form, says an Allahabad despatch dated August 18th, is now past any question. In Central India both Mhow and Indore have been suffering severely during the last fortnight. In the former case not less than 10,000 people have left the place, yet the deaths on the 11th instant were, returned at 88 and, on the 12th at 40. The large Parses community at Mhow has lost several of its members. All the native schools there and at Indore have been closed, even the Raj Kumar College. The Camp Bazaar at Indore, in which the plague started, is now totally deserted.

Reuter's Peking correspondent writing on the 2nd August said:—Peking is witnessing a return to the conditions which followed the coup d'Etat of 1898. Political discussion among the Chinese, which increased under the Court's recent policy of friendliness towards foreigners, has suddenly stopped. It is difficult to find a Chinese who is willing to mention politics or the tragic end of Sun Chien, although that is the only topic of conversation among trusted friends. The officials are particularly reticent. The affair is disappointing to the foreigners, who hoped that the Dowager Empress's association with the Legation ladies would have prompted more enlightened views.

According to an official report received in Japan, a heavy storm had been raging in Formosa since the 19th ult. The south and centre parts of the island were the most seriously affected, and all the rivers and streams overflowed. The lower Tamsui River rose to a height that has never been witnessed since the annexation of the island. Much damage was done to the crops and property along the course of the river. Many houses were damaged and flooded in Changsha, Tainan, Eusuko, Kagi, and Koshan districts, and communication with these places was completely cut off. The telegraph lines are all down. Traffic on the railway had to be suspended between Takow, Tainan, Shinchiku and Byortan on account of the damage to the line. In the Tainan district 48 houses collapsed and 45 were badly damaged, while the whole of the city of Eusuko was flooded.

In reply to Mr. Dillon, Lord George Hamilton made the following written statement in the House of Commons on the 3rd ult.:—The negotiations shortly to commence will deal with difficulties which have arisen in the conduct of trade between India and Tibet under the regulations drawn up and signed by British and Chinese Commissioners in 1893 to give effect to the Convention of 1890 between Great Britain and China. The negotiations will also deal with grazing and other disputes on the northern frontier of Sikkim and Tibet, which were laid down in the convention. This convention and the regulations have been published as a Parliamentary return [C. 7,312 of 1894]. As to the commercial resources of Tibet, there are no papers which I can lay on the table of the House. The imports from Tibet into India during the last five years averaged £115,000 per annum. The chief article of import is wool. A certain amount of borax, musk, salt, and living animals is also imported.

A total failure of the Formosa sugar-crop is feared.

Mr. Ho Took desires us to state that he had no interest whatever in any of the tenders for the Opium Farm.

Mount Kirishima, a noted volcano in Hyuga province, Kyushu, was in eruption when the last mail left Japan.

So had have the floods in Kashmir been that Lord Curzon has been obliged to abandon his projected tour to that state.

We should have stated yesterday that Mr. Herbert William Bird (not Reid), A.R.I.B.A., had been admitted a partner in the firm of Messrs. Palmer & Turner, architects.

At a temperance meeting in Calcutta last month it was stated, regarding country-made liquors, that an analysis showed them to contain twenty times more fusel oil than is found in matured Scotch whisky.

There was nothing known in Ceylon a fortnight ago of a prolongation of Sir J. West Ridgeway's term of office as Governor. The ladies of the island were preparing to present Lady Ridgeway with a parting gift as a personal souvenir.

A revolt of Burmese schoolboys has occurred owing to a circular by the Director of Public Instructions requiring the boys to observe Burmese methods of salutation and etiquette, instead of European methods. 550 pupils absented themselves one day from the Government Collegiate School.

The following curious paragraph appeared in the N.C. Daily News last week:—Enquiries are being made as to the identity of the large foreigner with the dark mustache who drove up to the gate at the Telegraph Company's premises on the Bund at 8.55 a.m. yesterday, took the whip out of the socket, and thrashed with it a respectfully-dressed Chinese woman.

For smuggling dutiable goods from Hongkong into Manila on the transport *Secard*, Captain Harry B. Chamberlin, Quartermaster, U.S. Army, has been sentenced to pay a fine of \$500 in currency of the United States, in default of which payment, he is to be committed to Bilibid until the fine is paid at the rate of one day for each five dollars. Captain Chamberlin has got stay of execution granted and been liberated on his own recognisances.

According to a Siberian paper, the *New Frontier Region* [?], quoted by the *Novoe Vremya*, Chinese newspapers announce the following:—"The Chinese Government received from its representative in Tibet a report that the Russians, who had previously carried on secret negotiations for making excavations and geological researches, had now 'infiltrated' Tibet with several hundred Cossacks, who, it was stated, were travelling through that country with permission of the Chinese authorities. On receipt of this report, Prince Ching at once sent a note to the Russian Minister, asking for explanations and requesting the immediate withdrawal of the Russian cavalry from Tibet, to which the Russian Minister simply replied that he knew nothing about it. The Chinese Government then informed its representative in Tibet that no such permission had ever been given to the Russians, and instructed him to watch every movement of the foreigners, while at the same time refraining from all violent measures in regard to them." The Chinese have evidently not forgotten the consequences of violent measures attempted many years against the "scientific" expeditions of Prjevalsky, whose Cossacks, when attacked, simply shot down the Tibetans without fear or compunction.

APPLICATION FOR LIQUOR LICENCE REFUSED.

A meeting of H. M. Justices of the Peace was held at the Magistracy yesterday afternoon to consider an application from Louis Comar, proprietor of the Main Hotel, 61, Des Voeux Road, for a publican's licence to sell and retail intoxicating liquors on the above premises. Mr. J. H. Kemp, Acting Police Magistrate, presided, and the other Justices present were Captain F. W. Lyons, Mr. J. B. Wood, Mr. F. Browne, and Mr. C. D. Melbourne.

Captain LYONS opposed the application on the ground that the applicant had been convicted of inflicting the terms of his adjourned licence, and moved that it be refused.

Mr. MELBOURNE seconded the proposal. The application was unanimously refused.

THE "EMPRESS OF INDIA'S" COLLISION.

The N.C. Daily News of the 20th ult. says:—"We learn that on her arrival here to-day the R. M. S. *Empress of India* will be arrested on behalf of the Viceroy at Nanking; the owner of the cruiser *Wengtai*. There having been loss of life, the *Empress*, if in fault, is liable for £15 a ton, say £90,000, and a bond, we presume, will have to be given for this or some smaller sum by the agents of the Canadian Pacific Railway. We learn that Messrs. Stokes and Platt are retained for the *Empress* and Messrs. Drummond and White-Cooper for the *Wengtai*. The theory that the *Empress* struck the *Wengtai* with her starboard propeller when the two vessels closed is supported by the fact that the rear blades of the former's starboard propeller had to be changed in Hongkong, and in addition four or five plates on the starboard side had to be dealt with, and some superficial damage to the superstructure made good."

Mr. D. E. Brown, local agent for the C. P. R. Co. left for Shanghai on the *Loric* yesterday, in connection with this affair.

TELEGRAMS.

REUTER'S SERVICE.

THE GOVERNORSHIP OF HONGKONG.

SIR HENRY BLAKE TRANSFERRED TO CEYLON.

LONDON, 31st August.
Sir Henry Blake, the present Governor of Hongkong, has been appointed Governor of Ceylon.

[The above telegram is published this morning by kind permission of the Hongkong General Chamber of Commerce.—Ed. D.P.]

THE BALKANS—ANOTHER CANARD.

LONDON, 30th August.
A mass meeting has been held in Belgrade, at which the Government was urged to intervene on behalf of the Macedonians.

It appears that the volley fired at the Austrian Consulate at Uskub was simply a party of Albanian reservists, who, according to custom fired a volley in the air when joining the colours, and some shots accidentally struck the Consulate.

THE "AMERICA" OUP.

ANOTHER POSTPONEMENT.

Messrs. Shawan, Tomes & Co. kindly informed us yesterday that they had received the following telegram despatched from New York on the previous evening:—

No race; light wind; postponed, owing to no wind. Will be resumed to-morrow (Tuesday).

DROWNING FATALITY.

A Chinese schoolmaster residing in Kowloon City was drowned near Shatin, New Territory, on Sunday last, the police reported yesterday. He was bathing in company of some friends, and fell off a rock on which he was sitting into deep water. No one appears to have noticed the accident, or, if they did, to have been able to render assistance, and the unfortunate man was drowned. The body was recovered about one hour afterward by a villager, who dived into the water and brought it to the surface. Sergeant Clark, in charge at Shatin, and a native temple-keeper had previously tried to recover it by the same process, but without success.

LIGHT AND HEAT FROM COLD WATER.

A telegram dated Chicago, July 25, says:—"Heat and light from cold water at nominal cost is claimed for a new invention now being perfected by Attilio Monaco, a druggist of Chicago. He says that he has found expensive chemicals which will separate water into its constituents, hydrogen and oxygen, and believes that he will be able to furnish gas for heating at 15 cents per 100,000 feet, and for lighting at 25 cents per 100,000, which will revolutionise the industrial world. 'The process will cut the cost of light and heat to one-fourth-hundredth of what it is now,' said Monaco to-day. 'My invention is not yet perfected, but I hope to have it in practical shape within a short time.' Water can be reduced to hydrogen and oxygen by means of electrolysis, which is simply decomposition by means of electricity. The cost is prohibitive, however. The oxyhydrogen blast will generate almost the most intense heat known to science, and may also be used for lighting purposes. Monaco claims that the simple addition of some chemicals, known only to himself, will decompose the water rapidly and effectively. It then only remains to store the two gases in tanks. The inventor is twenty-six years old and a native of Italy. He conceived his idea at Naples five years ago, and has been working on it ever since. He has studied chemistry in the New York School of Pharmacy and in Italy. He maintains that his invention will revolutionise the lighting and heating of the entire world."

RUSSIAN AMBITIONS IN NORWAY.

A striking article in the *Européen* (Paris) entitled "Northern Norway and Russia," calls attention to the efforts of Russian emissaries to pave the way for an intervention in Northern Norway which would give Russia an opportunity of seizing an ice-free port on the Atlantic. The writer mentions a secret report of General Orloff, the Russian commissary of the Tzar in Norway in 1840, dwelling upon the desirability of securing a port on the Norwegian coast. The writer also refers to the recent efforts to extend Russian influence among the Laplanders in those districts, and even among the pure Norwegians. The Russians have profited by the discontent of the fishing population to excite hostile manifestations against the Norwegian Government and the Storting. It is even reported in a local journal that Russian officers have invited the fishermen to appeal for the protection of the Russian Government. The Norwegian authorities have instituted an enquiry into this affair. Both the Norwegian and Swedish Governments have erected fortifications in view of the apprehended danger. But the effective defence of the northern coast districts would be very difficult. The writer concludes by asking whether Europe will remain passive in presence of an attempt on the part of Russia to absorb Northern Norway, or whether it will realise that Russia, with ports and a powerful fleet on the Atlantic, would be a formidable and constant peril for the Western States and for European liberty.

CANTON.

[FROM OUR CORRESPONDENT.]

Canton, 31st August.

NOR FOR PUBLICATION.

It is said that since Viceroy Shun has come to know that the clerks and writers in the yamens in Canton have given items to newspaper men, and that the news published by the native daily papers relating to the matters in Kwangsi is false and discreditable to the Imperial troops, His Excellency in great anger has sent orders to the officials of all the yamens to reprimand their clerks and writers severely. The news that has been transmitted from Kwangsi to the yamens here is of such importance and so confidential that it is not allowed to be published, and should any of the writers dare to divulge anything, they are to be severely punished.

LI KA-CHUNG.

General Li Ka-chung has been captured and brought back to Canton in charge of Admiral Ho Chung-ying. He is imprisoned in the Fuysu goal, and is to be tried by court-martial.

When the soldiers of Li Ka-chung heard that their general was captured and brought to Canton they deserted and went into the villages plundering money, clothing, and oxen, and dividing the booty among themselves. No sooner had the rebels known that they were robbing and ill-treating the villagers than they marched against the soldiers and killed many of them, driving the rest into other villages to hide themselves. Shortly afterwards the troops returned to Canton by the gunboat *Fuk Po* under the command of Admiral Ho.

THE WHAMPOA DOCK.

The dock along the sea side of Whampoa has not been made use of for a long time, and H.E. Shun has ordered a *requisin* to make an estimate of the expenses to have it repaired. The latter estimated that a thorough repair will cost 50,000 taels, and a less complete repair 3,000 taels.

THE WRECK OF THE S.S. "SPOL."

The mystery of the unknown and deserted steamer flying signals of distress on the Amherst rock at the mouth of the Yangtze was cleared up yesterday, says the N.C. Daily News, of the 27th ult. During Tuesday there had arrived at Wusung two ship's boats containing the full crew, save one of the Norwegian steamer *Spol*, inward bound to Shanghai from Moji with a cargo of coals. They reported having left their vessel on the Amherst Rock, where they had struck about eleven o'clock on Monday night. Fine weather was prevailing and it was a clear though dark night when the vessel stranded; and the mishap was attributed to the strong not of the current, which carried the vessel ten miles off her supposed course. The ship's log showed that just before the disaster the Captain imagined himself to be in the neighbourhood of the Saddle Island, at the time of the grounding he was not on the bridge, and the vessel was in charge of one of the mates. The vessel struck by the bows and within five minutes the forehold was full of water. The crew stood by the pumps all night, but when morning arrived the Chinese refused to remain longer on board. There was a heavy swell on, and although the steamer was firmly hooked on the rock, her decks had been completely swept at high tide. One of the small boats was capsized in an attempt to get away, and it is feared a Chinese sailor was drowned, though he may have been picked up by some of the native craft around. Two other boats remained and, after hoisting the signals of distress, which were afterwards seen by the German steamer *Elita Nosack*, the whole crew, consisting of Captain Jepperson, two mates, three engineers, and 21 Chinese sailors, entered these and made for Wusung. They took with them the ship's papers, but nothing besides except the clothes they stood upright in. This was not due to a hearty quittance, but for lack of space in the boats.

The *Spol* is practically a new boat and was only finished this year. She arrived out from home about two months ago and this was her second trip from Moji to Shanghai. She left Moji on the 21st instant with a cargo of coal for Shanghai. Her captain has known the coast for years. The registered tonnage of the *Spol* is 884 tons and she is capable of making nine knots in fine weather. Fitted with electric light, she is in every sense an up-to-date vessel, and the mishap is all the more unfortunate on that account. The owners are Messrs. Fairley and Eger of Christiania, for whom the Ostasiatische Handels-Gesellschaft are the agents at Shanghai.

In its issue of the 29th ult. the N.C. Daily News says:—"We understand that there is no truth in the rumour that the wrecked Norwegian steamer *Spol* has changed ownership. Representatives of the Shanghai Tug and Lighter Company were the first to board the stranded steamer after she had been abandoned by her officers and crew, and there was some talk of a claim by them to the wreck as a derelict, but we are informed that the agents, the Ostasiatische Gesellschaft, on behalf of the owners, will contest any claim beyond that of ordinary salvage. Meanwhile the Tug and Lighter Company are doing their best to save the vessel. No further news had been received from the wreck up to yesterday evening."

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
The barometer has fallen over E. Japan, risen over S. China.
Pressure is low over the N. part of the Sea of Japan, and high over S. Japan and the Loocheens.
Gales slight for SE. and S. winds along the China coast and over the N. part of the China Sea.
Forecast:—S. winds, light; weather improving.

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BROZ & CO.
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Watches and Clocks by competent
European experts at moderate rates.

TO LET.
NO. 2, "MAGDALEN TERRACE,"
MAGAZINE GAP.
Apply to—
SPANISH PROCUATION.
Hongkong, 1st July, 1903. [73]

TO LET.
COMMODOUS NEW Buildings in
SEYMOUR ROAD, Nos. 1, 3, 5 and 7.
Suitable for European Families. Terms
Moderate.
Apply to—
WING CHEONG,
25, Queen's Road Central.
Hongkong, 14th August, 1903. [2295]

TO LET.
ONE FIRST-CLASS SPACIOUS
GODOWN at West Point.
Apply to—
"GODOWN,"
Care of Daily Press Office.
Hongkong, 16th June, 1903. [1719]

TO LET.
FLATS in MORETON TERRACE,
CAUSEWAY BAY, facing the Polo Ground.
No. 2, BIPON TERRACE (in FLATS).
GODOWN at BOWLINGTON (PRAYA
EAST).
HOUSES in LEIGHTON HILL ROAD.
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 8th June, 1903. [71]

TO LET—WITH IMMEDIATE
POSSESSION.
ONE SUITE OF ROOMS in the Ground
Floor of the Hongkong Club Annex,
suitable for Offices.
Apply to the undersigned.
O. H. GRACE,
Secretary,
Hongkong Club.
Hongkong, 25th August, 1903. [1757]

TO LET.
NO. 13, KNUXTFORD TERRACE,
Kowloon.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 10th August, 1903. [2337]

TO BE LET AT THE PEAK.
AN UNFURNISHED HOUSE, with
Two Reception-Rooms and Four Bed-
rooms.
Apply to—
DENISON, RAM & GIBBS,
17, Queen's Road Central.
Hongkong, 1st September, 1903. [2464]

TO LET.
26, WYNDHAM STREET. Six-
Roomed House.
Apply to—
C. F. DE CARVALHO,
14, Arbuthnot Road.
Hongkong, 1st September, 1903. [2454]

TO LET.
NO. 12, CASTLE ROAD.
Nos. 15, 17, 9 and 21, SEYMOUR ROAD.
GODOWN, No. 32c, PRAYA EAST.
Apply to—
COMPTON DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 1st September, 1903. [2559]

TO LET

TO LET—UNFURNISHED.
"COOMBE" MAGAZINE GAP
Available from 1st April.
Apply—
Daily Press Office.
Hongkong, 10th February, 1903. [542]

GODOWN TO LET.
NO. 155, PRAYA EAST. Spacious Two-
storied Godown. Suitable for Yarn or
Coals.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 11th July, 1903. [1989]

TO LET.
ROOMS on the TOP FLOOR of Messrs.
PHILLIPS & CO.'S NEW
PREMIERES to let from early next year.
No. 1, CAMERON VILLAS (PEAK).
A Six-Roomed Bungalow in first-class con-
dition.
One GODOWN, No. 2, MATHESON
STREET (Wanchai).
Apply to—
LINSTEAD & DAVIS.
Hongkong, 1st September, 1903. [2453]

TO LET.
NO. 10, WYNDHAM STREET.
STILLINGFLEET, PEAK ROAD.
Six Rooms.
And others to suit various requirements.
S. A. SETTL.
Land and Estate Broker.
Hongkong, 12th August, 1903. [1936]

TO LET.
ONE ROOM, suitable for an Office, opposite
the Banks.
Apply—
H. C.
Care of Daily Press Office.
Hongkong, 28th July, 1903. [2025]

TO BE LET.
NO. 8, WEST TERRACE. Possession
from 1st September.
Apply to—
LAI KAM FAT,
Care of National Bank of China, Ltd.
Hongkong, 24th August, 1903. [2446]

TO LET.
TWO SPACIOUS GODOWNS—Nos. 95
and 96, PRAYA EAST.
Apply to—
H. N. MODY,
Victoria Buildings.
Hongkong, 2nd December, 1902. [82]

TO LET.
2ND FLOOR, No. 35, QUEEN'S ROAD
CENTRAL, suitable for Offices.
Apply to—
WING CHEONG,
35, Queen's Road Central.
Hongkong, 10th July, 1903. [1981]

TO LET.
With Immediate Possession.
"DURISDEER" MAGAZINE GAP.
Furnished.
Apply to—
HUGHES & HOUGH,
8, Des Vaux Road.
Hongkong, 31st August, 1903. [2442]

TO LET.
NO. 11, SALISBURY AVENUE, Kowloon,
from 1st September next.
Apply to—
HUMPHREYS ESTATE AND
FINANCE CO., LD.
Hongkong, 28th August, 1903. [1902]

TO LET.
TWO SPACIOUS NEW GODOWNS,
very suitable for Dry Goods.
Apply to—
W. LYSAGHT,
153, Wanchai Road.
Hongkong, 15th April, 1903. [1163]

TO LET.
PRIVATE BOARD AND RESIDENCE.
14, QUEEN'S ROAD CENTRAL
(Entrance by Zettland Street).
Opposite Messrs. Kelly & Walsh, Bookellers.
Hongkong, 11th July, 1903. [1987]

BOARD AND RESIDENCE.
MRS. GILLANDERS.
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th March, 1903. [915]

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2 & 4, KENNEDY ROAD,
and
"TOWER HOUSE," Kennedy Road.

EXCELLENT Table, Every home comfort.
Well furnished rooms facing the harbour.
For terms, apply to—
Mrs. G. SACHSE,
"St. George's House."
Hongkong, 17th March, 1903. [632]

"TANG YUEN."
BOARDING ESTABLISHMENT.
SUMMER RATES. European Super-
vision. Excellent Cuisine and Accommodation.
Apply—
MANAGERESS,
Maddonnell Road.

FAIRALL & CO., Queen's Road
Hongkong, 2nd March, 1903. [681]

BOARD AND RESIDENCE.
COMFORTABLY FURNISHED
ROOMS, with Board.
Apply to Mrs. MATHESON,
2, Fidler's Hill.
Hongkong, 1st January, 1902

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A LURKING PHANTOM:
A STORY OF LOVE AND MYSTERY.
BY
JOHN BLOUNDELLE-BURTON
(Author of "The Rhipandha Plate," "The Year
One," "A Vanished River," &c.).CHAPTER I.
AN AMERICAN VISITOR.

Lady Bottrell (wife of Sir Geoffrey Bottrell, Bart.—as the Court and other Guides describe him—of Park Lane; Bottrell Manor, Kent; *Mon Repos*, La Turbie, Alpes Maritimes; and half-a-dozen clubs, Political, Social, Yachting, Park and salt happy). For at last, that which Rhoda Bottrell had intensely desired had taken place. Sir Geoffrey, who was not always given to consulting anyone's inclinations and desires but his own, had been won over to giving his consent to that which he had sworn he would never consent to, and had allowed their only daughter and child to become engaged to the man she loved.

Indeed, since Sir Geoffrey was one of those individuals still common even in this twentieth century, who imagine that the opinion of any one else cannot possibly be of the slightest value if it runs counter to their own, the marvel is that he ever consented to his daughter marrying the man she loved. Not a marvel, as a matter of fact, because there was love between the two young people in question—since Sir Geoffrey had himself loved and still loved his wife fondly—but because the idea had never dawned upon his mind; because he had not been able to imagine that such a thing would happen, and because, therefore, since he was not the discoverer—the so to speak, Christopher Columbus of the idea—he strongly disapproved of it.

To put it plainly, had it ever occurred to his mind (which was, in truth, a narrow one) that his child ought to marry for love he would at once have strongly opposed the idea that she could ever be allowed to marry a rich man; and he would, consequently, have opposed Cressida him, for some months, the supposed Lieutenant Claud Wynndale, R.N., and his aspirations.

But, if his mind was weak, his heart was sound and strong; if he trod a narrow path, at least he trod a straight one; and he loved his child. Before that love, combined with his love for his beautiful wife, all the prejudices of his birth and position, the determination to never see further than the smallest circle which he could draw round him, and the iron obstinacy with which he was resolute to know nothing of any world that his own little one—whichever it might be—was not a part of his own.

A sad look on his face which seemed to be gradually becoming perpetual tears in the eyes and voice, too, of his daughter, Rhoda, and Sir Geoffrey was beaten. His mental elasticity softened beneath the tenderness of his heart.

Therefore, only yesterday the announcement had been made of the engagement of Lieutenant Claud Wynndale, R.N., nephew and heir presumptive of Viscount Bohun (who boasted that he was the poorest peer in the Realm), with Rhoda, only daughter of Sir Geoffrey and Lady Bottrell; and, in consequence, the latter was, as has been said, happy. This announcement had been made through the usual channel in which such important facts are invariably first given to the world; it had then been copied into the weekly ones and, later, into the provincial Press.

"It cannot be revoked now," Lady Bottrell said to herself as she thought of all this. "There is nothing—nothing that can prevent their happiness. Nothing."

Yet, as she so mused, she paused for one moment in the act of arranging some flowers in a vase and gazed out across the Park, watching the eternal procession of the fashionable world from Hyde Park Corner to the Marble Arch; the going and coming—and then the going and the coming back again.

But, perhaps, she was not noticing anything connected with the drill-ground of fashion; perhaps she could not have told you that the footman driving the phaeton with the pair of greys had taken her into dinner last night, or that the old decrepit peevish huddled up in her black bonnet was the man at whose house she would eat her dinner to-night. She could, in solemn truth, have told you none of these things.

For at this moment, her thoughts were far away from London and its most fashionable centre—far away down in the heart of Surrey, amidst the ferns and broken of one of its dolls; while, instead of a well-set-up elderly peer or a woman and peeress, there came before her two vastly different forms. The form of a girl, young and beautiful, gazing into the face of a man, well-dressed, neat, smart; a gentleman all over so far as external make a gentleman. A man dark and handsome; one who pulled at a heavy black moustache while he looked down at the girl by his side and muttered almost savagely, "You are a fool. You weary me with your ridiculous nervousness and fears."

As for her mind's eye, she saw those two standing almost knee deep amongst the ferns, beneath the spreading oaks, there came a little line—two little lines—across Lady Bottrell's smooth white forehead; the lines that tell the observer as plainly as words could, that thoughts, thoughts anything but happy or pleasant, are the cause of their appearance.

Then, in a moment, those lines were gone; the ideas, the memories that had caused them were gone too; Lady Bottrell put the last Malmaison rose in one vase, the last Emperor of Morocco in another, got up from the table and said again, "Nothing."

She rang the bell now and asked if the carriage was ready, and if Sir Geoffrey had come in, receiving an affirmative answer to the first question and a negative one to the second; then she bade the footman say that she would go for her drive in the Park in a quarter of an hour.

And, as she spoke, she handed to Lady Bottrell the card which, a moment before, he had been about to leave with the footman.

(To be continued.)

her drive in the Park in a quarter of an hour that Miss Bottrell was to be informed of her decision.

"Miss Bottrell is not in my lady," the man said. "She is still at the Picture Gallery."

"Oh, yes. Of course. Very well, I will go alone."

With the exception of her hat and mantle, Lady Bottrell was already dressed for her afternoon drive, and it took her maid, Séverine, no great time to adjust these, so that, under the quarter of an hour, she was seated in her carriage and formed one of that throng in the Park which, a short time before, she had looked at without seeing.

Yet such a woman as Rhoda, Lady Bottrell, could not herself be seen without being observed. Her beauty, still fresh and good to look upon, although she was now in her thirty-eighth year, was as it had always been, striking, penetrating. Her soft features, of all of which the softness of her dark eyes was perhaps the most alluring, were in themselves remarkable; while, as yet, was coiled in great masses behind her head. Nor did her small mouth need a poet's straining pen to term it a rosebud, while her white skin, tinged sometimes on the cheeks, in moments of excitement or interest, with the hue of the wild Neapolitan camellia, completed her good looks.

"A pretty woman," some people said; "a beautiful woman," others decided; "a lovely woman," exclaimed still others. And each and every one spoke according to their temperament, their fitness of judgment, being, perhaps, in their eyes, in which, as we are told, is the seat of judgment as regards beauty.

"A striking looking woman," a middle-aged, almost grey-haired gentleman who was seated on the bench opposite Stanhope Gate, said to a younger man, a stranger, as Lady Bottrell's carriage entered the Park. "A lady of rank I should suppose?" he ventured to add.

"Rather," his casual acquaintance of the moment, who was a young man of various appearances, replied. "It is Lady Bottrell, wife of Sir Geoffrey Bottrell. You wouldn't think she had a daughter old enough to have her engagement announced in the papers, would you?"

"Sincerely. So she has a daughter old enough to be married! Dear! Dear! To one who is also a person of rank, I imagine?"

"Yes. Of rank. But a money. To the future Lord Bohun. The present Lord is a peer—the Dean of Tewkesbury. But he is single."

"If the daughter is as goodlooking as the mother she must be very handsome," the elderly gentleman said, as he rose from his seat.

"Oh yes," the other answered. "She is fairer than I thought and merrier than her father." Then he acknowledged the salutation of his acquaintance of a moment, who strolled away through Stanhope Gate and so arrived opposite Sir Geoffrey Bottrell's house, while remaining on the Park side of the road.

Sitting up very straight in her carriage with her torso in her lap, as now the driver followed in the line up and down, and bowing to countless people, Lady Bottrell let her thoughts dwell on the subject that was uppermost in her mind; on that consent to his daughter's engagement which had been wrested from Sir Geoffrey after a long and hard fought contest.

"Dear Geoffrey," she said to herself, as she mused, "dear Geoffrey. It is so like him to have held out simply because it was our idea, or rather Maud's desire, and not his. Ah! we were wrong. We should have told him that we wanted a few millions from Kimberley or something of the sort, and he would straightway have insisted on Maud's marrying the poorest man in the kingdom who is a gentleman. However, it is done now and we have won. Even Geoffrey cannot write to the papers and say that it is all a mistake and must be contradicted."

The carriage had reached Alexandra Gate for the second time by now; the drive had lasted nearly half an hour, and Lady Bottrell had done her duty to the world. It was time to go home and put herself in Séverine's hands in preparation for the dinner at the elderly peeress's.

"Turn round and go home," she said to the footman, who transmitted the order to the coachman, who had heard it equally as well as he. It did not take long to return to Stanhope Gate since the Park was clearing now, not only of those who went there to be seen, but of the humbler persons who went to see. Consequently in ten or twelve minutes the baroness was outside the door of Sir Geoffrey's house and Lady Bottrell was descending from it, when she saw that the hall footman was engaged in answering some enquiry addressed to him by a gentleman standing on the steps. A middle-aged, almost grey-haired gentleman who was dressed perfectly correctly and who, at the moment the carriage drew up, was about to hand the man a card which he had taken out of a case.

"Here is her ladyship herself!" the footman said, as he came down the steps, taking off his hat in a well-bred manner, while she dismounted in a glance that he was totally unknown to her.

"I called, my lady," the latter said, while sinking his voice in a way that caused Lady Bottrell to regard him with a hungry stare, which told plainly that she wondered how he dared to hint that there might be any mystery in what he had to say to her. "I called on a matter of business which concerns you particularly."

"What do you mean?"

The man gave a half glance over his shoulder at the footman above who was holding the door open; a glance which plainly expressed the suggestion that it would be best for the servant not to overhear what he had to say; then he almost whispered, while keeping his back turned to the man, "I have come to England to see you privately, my lady. I am a lawyer in America. From Boston, in the United States."

"Boston?" Lady Bottrell exclaimed, and although the footman could not hear the word which, in actual fact, she murmured between her lips, he could see that she had grown very pale, indeed white.

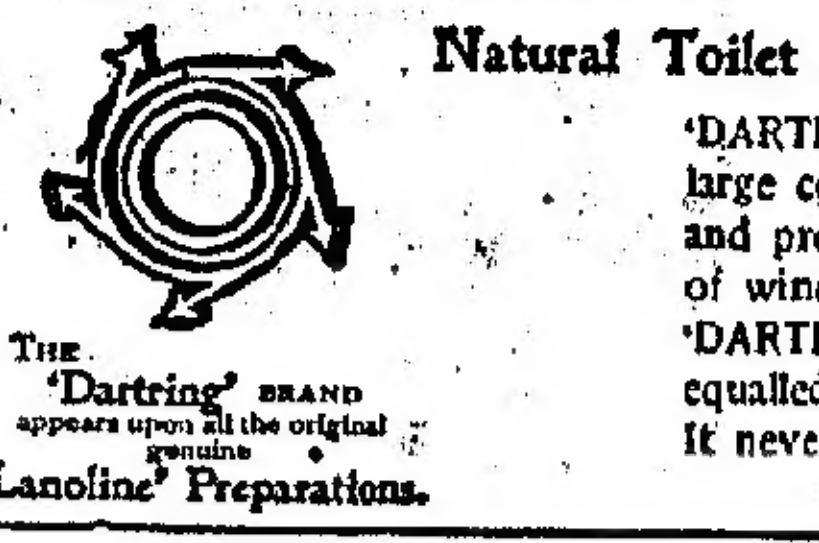
"Yes," the man replied. "And, and—circumstances have arisen which make it imperative that I should see your ladyship alone. I am staying at the Cosmopolitan Hotel. I will wait on your ladyship at any hour you may desire, or be prepared to receive you, in private."

And, as he spoke, he handed to Lady Bottrell the card which, a moment before, he had been about to leave with the footman.

(To be continued.)

PURE FRESH WATER
THE HONGKONG STEAM WATER-BOAT CO., LD., is prepared to supply **PURE FRESH WATER** to the Shipping, both for Deck and Cabin.

Call Flag W. J. W. KEW, Manager, 1st Floor, 37, Cannanagh Road, Hongkong, 13th June, 1903. [1703]

"DARTING"
"LANOLINE"

Natural Toilet Preparations.

"DARTING" TOILET "LANOLINE" in small and large collapsible tubes. Makes rough skins smooth and protects delicate complexions from the effects of wind and sun.

"DARTING" "LANOLINE" TOILET SOAP is unequalled for cleansing and keeping the skin supple. It never irritates.

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W.M. POWELL, LD.,

GENERAL DRAPERS, HIGH-CLASS DRESSMAKERS, AND

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28 & 34, QUEEN'S ROAD.

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OPPOSITE THE POST OFFICE (FIRST FLOOR UPSTAIRS),

GENTLEMEN'S DEPARTMENT,

28, QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

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GENUINE HAVANA CIGARS.

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SELECTOS IMPERIALES—

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LA CORONA—REGALIA BRITANICA—

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BOUQUETS ESPECIALES—

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PLASTING GELATINE AND GELIGNITE,

DETONATORS, SAFETY FUSE,

AND ALL BLASTING ACCESSORIES.

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Agents

LONDON AND LANCASHIRE

ROYAL EXCHANGE

PALATINE

ORIENT

Five Insurance Companies.

Hongkong, 18th August, 1903. [1319-2]

MIDZUSHIMA & CO.

COAL MERCHANTS.

No. 4, QUEEN'S ROAD CENTRAL (Facing Duddell Street).

HEAD OFFICE: No. 5, SAKAIMACHI, KOBE.

BRANCH OFFICES:—HIGASHI-HOMMACHI, MOJI, MINAMI-AJIKAWA,

OSAKA AND KAIGAN, WAKAMATSU.

AGENCY: Mr. S. NAKAYAMA, MOTOMACHI, YOKOHAMA.

TELEGRAPHIC ADDRESS: MIDZUSHIMA, Kobe, Moji, Osaka, Wakamatsu, and Hongkong.

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Importers of Japanese Coals. Contractors of Coal to the Compagnie des Messageries Maritimes de France, Foreign and Japanese steamers, Arsenal and Japanese Railway Companies, &c. Sole Proprietors of Kamsato and Teneura Coal Mines. Sole Agents for Kawanishi, Komatsu, Mitsuishi, Isejiri and Kamsagata Collieries.

Hongkong, 4th March, 1903. K. UYEMURA, Manager. [2409]

QUAN WAH & CO.,

GRANITE MERCHANT CONTRACTORS.

Dealers in

MARBLE and GRANITE

MONUMENTS.

No. 1, QUEEN'S ROAD EAST.

Estimates, Designs & Prices on Application

All descriptions of Granite for Export.

Hongkong, 17th October, 1903. [2047]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LD.,

have now 40,000 Cubic feet of Cold

Storage available at EAST POINT. Stores will

be Open at 10 A.M. and 4 P.M. daily, Sundays

excepted, to receive and deliver perishable goods.

W.M. FARLANE, Manager.

Hongkong, 18th November 1901. [65]

SHIPPING.

ARRIVALS.
 Aug. 31, CHUNYANG, British str., 1,418, Cox, Saurabaya and Pasuruan 21st Aug. Sugar, JARDINE, MATHESON & Co.
 Aug. 31, LOTHIAN, British str., 3,223, J. C. Williams, San Francisco via Japan 28th July, General.—CHINA C. C. Co.
 Aug. 31, MAIDZURU MARU, Japanese str., 667, T. Saito, Anping, Amoy and Swatow 31st Aug., General.—OSAKA SHOSEN KAISHA
 Aug. 31, OLYMPIA, American str., 1,730, J. Trubridge, Tacoma via Port, 3rd Aug., General.—DODWELL & CO. LD.
 Aug. 31, SHANTUNG, British str., 1,835, Quail, Java 2nd Aug. Sugar.—BUTTERFIELD & SWIRE
 Sept. 1, ARIAKI MARU, Japanese str., 2,987, Y. Hori, Kuchinozeta 26th Aug., Coal.—M. B. KAISHA
 Sept. 1, ARNOLD LUTKEN, German str., 1,095, C. Urberfeldt, Saigon 29th Aug., Rice.—E. A. TRADING CO.
 Sept. 1, KALAN, British str., 1,142, J. Speed, Shanghai 29th Aug., General.—BUTTERFIELD & SWIRE
 Sept. 1, KLAUSCHOU, German str., 6,730, Behrens, Shanghai 29th Aug., Mails and General.—MELCHERS & CO.
 Sept. 1, LAIPPOKA, British str., 2,121, A. J. Windebank, S.N.R., Rangoon via Straits 20th Aug., General.—JARDINE, MATHESON & Co.
 Sept. 1, LOONGSANG, British str., 1,903, G. S. Veigall, Manila 29th Aug., General.—JARDINE, MATHESON & Co.
 Sept. 1, TAIYU, Chinese steamer, 1,216, R. Stephens, Shanghai 29th Aug., General.—CHINESE
 Sept. 1, THALES, British str., 820, A. J. Robson, Amoy and Swatow 31st Aug., General.—DOUGLAS LAFFRAK & CO.
 Sept. 1, ZINTEN, German steamer, 4,168, B. Willhalm, Singapore 27th Aug., Mails and General.—MELCHERS & CO.

CLEARANCES.

At the Harbour Master's Office.
 1st September.
 Hue, French str., for Kwangchow.
 Loongsoo, German str., for Shanghai.
 Perl, British str., for Cebu.

DEPARTURES.

1st September.
 DORIC, British str., for San Francisco.
 KWEIYANG, British str., for Swatow.
 LIGHTNING, British str., for Calcutta.
 PROGRESS, German str., for Tournai.
 SAMBA, German str., for Yokohama.
 SHIRI MARU, Japanese str., for Moji.
 SITHONIA, German str., for Hamburg.
 SULLBERG, German str., for Tientsin.

VESSELS IN DOCK.

1st September.
 ABERDEEN DOCKS.—
 K. W. LOON DOCKS.—Kaipan, Penobscot, Hylgia, Nippon Maru, etc.
 COMMERCE DOCK.—U.S.A.T. Sumner, Helen Wymen, Changsha, Shinano Maru.

VESSELS ON THE BERTH

SPECIAL 17 DAYS' EXCURSION TRIP TO JAPAN.

THE well known Steamer

"EASTERN,"
 Captain Withrop Ellis, will be despatched for KOBE, at DAYLIGHT, TO-MORROW, 3rd September, arriving there on the 8th, and she will be despatched again for Hongkong at Noon on the 15th, where she is due on the 20th.

For Special Reduced Rates, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 31st August, 1903. [244]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE.

THE Steamship

"EASTERN,"
 Captain W. Ellis, will be despatched for the above port TO-MORROW, the 3rd September, at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.

For Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 28th August, 1903. [242]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND POOCHOW.

THE Company's Steamship

"THALES,"
 Captain Robson, will be despatched for the above ports TO-MORROW, the 3rd inst., at 10 A.M. For Freight or Passage, apply to DOUGLAS LAFFRAK & CO., General Managers.

Hongkong, 1st September, 1903. [240]

REGULAR STEAMSHIP SERVICE TO NEW

VIA PORTS AND SUEZ CANAL (with Liberty to Call at Philippine Ports).

PROPOSED SAILINGS FROM HONGKONG, 1903.

"MOGUL" ... 3rd Sep. ...
 "BRAEMAR" ... 10th Sep. ...
 "SATSUMA" ... 23rd Sep. ...
 "SHIMOSA" ... 10th Oct. ...
 "KURDISTAN" ... 7th Nov. ...

For Freight and further information, apply to DODWELL & CO. LD., Agents.

Hongkong, 31st August, 1903. [1125]

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG,"
 551 Tons, Captain A. Murphy, will leave for Canton at 8 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$5 each way. Meals, \$1 each.

Cargo Freight very moderate.

J. TRENDON & CO.,
 No. 132, Canton Road, Hongkong, 30th June, 1903. [1756]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL.	CHUSAN	Brit. str.	W. W. Cooke	P. & O. S. N. Co.	12th inst., at Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	SUMATRA	Brit. str.	W. Hayward	P. & O. S. N. Co.	About 18th inst.
LIVERPOOL	PINOSURY	Brit. str.	C. Warrell	BUTTERFIELD & SWIRE	22nd inst.
MARSEILLES, LONDON &c., V. S'PORE, &c.	JABOS	Brit. str.	Y. Tsonat	NIPPON YUSEN KAISHA	23rd inst.
MARSEILLES, &c., VIA PORTS OF CALL.	AWA MARU	Freu. str.	Y. Tsonat	MESSAGERIES MARITIMES	5th inst., Daylight.
MARSEILLES, LONDON & ANTWERP.	SAZAYE	Brit. str.	Y. Tsonat	BUTTERFIELD & SWIRE	8th inst., at 1 P.M.
MARSEILLES, LONDON &c., V. S'PORE, &c.	KAMAKURA MARU	Jan. str.	H. Peterson	NIPPON YUSEN KAISHA	15th inst.
MARSEILLES, LONDON & ANTWERP.	GLAUCUS	Brit. str.	H. Peterson	BUTTERFIELD & SWIRE	18th inst., D'light.
MARSEILLES, LONDON & ANTWERP.	AGAMEMNON	Brit. str.	H. Peterson	BUTTERFIELD & SWIRE	29th inst.
MARSEILLES, LONDON & ANTWERP.	PAR LING	Brit. str.	H. Peterson	BUTTERFIELD & SWIRE	13th October.
BREMEN, VIA PORTS OF CALL.	KLAUSCHOU	Ger. str.	Behrens	MELCHERS & CO.	27th October.
HAYRE, BREMEN & HAMBURG	KONIGSBERG	Ger. str.	Mayer	HAMBURG-AMERIKA LINIE	To-day, at Noon.
HAYRE & HAMBURG	ANDALUSIA	Ger. str.	von Dohren	HAMBURG-AMERIKA LINIE	13th inst.
HAYRE & HAMBURG	ABESSINIA	Ger. str.	von Dohren	HAMBURG-AMERIKA LINIE	23rd inst.
HAYRE & HAMBURG	BRIGAVIA	Ger. str.	Schulke	HAMBURG-AMERIKA LINIE	6th October.
TRIESTE, &c., VIA SINGAPORE, &c.	PERSEA	Ger. str.	Behrens	HAMBURG-AMERIKA LINIE	20th October.
NEW YORK, VIA PORTS & SUEZ CANAL	MOGUL	Brit. str.	Creighton	SANDER, WILKES & CO.	3rd November.
NEW YORK, VIA SUEZ CANAL	NORDEYK	Rus. str.	A. Beer	DODWELL & CO. LD.	19th inst., P.M.
VANCOUVER, VIA SHANGHAI, &c.	E. OF JAPAN	Brit. str.	H. Pybus	SHAW, TOMES & CO.	About 3rd inst.
VICTORIA (B.C.) & SEATTLE VIA N'AKI, &c.	TARTAR	Brit. str.	E. Beetham	SHAW, TOMES & CO.	30th inst., at Noon.
VICTORIA (B.C.) & SEATTLE VIA S'HAU, &c.	DEUCALION	Brit. str.	E. Beetham	CANADIAN PACIFIC R. CO.	23rd inst., at Noon.
VICTORIA (B.C.) & TACOMA VIA JAPAN, &c.	SHIMANO MARU	Jap. str.	W. Thompson	CANADIAN PACIFIC R. CO.	7th October.
VICTORIA (B.C.) & SEATTLE VIA S'HAU, &c.	OLYMPIA	Brit. str.	Trubridge	BUTTERFIELD & SWIRE	4th inst.
PORTLAND, OREGON	SA MARU	Jap. str.	A. Christensen	NIPPON YUSEN KAISHA	8th inst., at 4 P.M.
AUSTRALIAN PORTS	INDRASAMHA	Brit. str.	P. P. Craven	NIPPON YUSEN KAISHA	10th inst., 4 P.M.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	T. Moore	PORTLAND & ASIATIC CO.	13th inst.
AUSTRALIAN PORTS	KUMANO MARU	Jap. str.	E. W. Haswell	BUTTERFIELD & SWIRE	8th inst.
YOKOHAMA & KOBE	EASTERN	Brit. str.	W. Ellis	NIPPON YUSEN KAISHA	11th inst., at 4 P.M.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	PUNDIR	Brit. str.	W. J. Crabin	GIBB, LIVINGSTON & CO.	To-morrow, 8 P.M.
YOKOHAMA & KOBE	BORNEO	Brit. str.	D. C. Gregor	JARDINE, MATHESON & CO.	To-morrow, 8 P.M.
MOJI, KOBE & YOKOHAMA	KINSHU MARU	Jap. str.	T. Harrison	P. & O. S. N. Co.	About 4th inst.
KOBE	EASTERN	Brit. str.	W. Ellis	BUTTERFIELD & SWIRE	12th inst.
KOBE & YOKOHAMA	HIROSHIMA MARU	Jap. str.	J. Nagao	NIPPON YUSEN KAISHA	15th inst., at Noon.
KOBE & YOKOHAMA	WAKASA MARU	Jap. str.	J. B. MacMillan	GIBB, LIVINGSTON & CO.	To-morrow, D'light.
KOBE & YOKOHAMA	KANAMARU MARU	Jap. str.	J. MacKenzie	NIPPON YUSEN KAISHA	11th inst., Daylight.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Brit. str.	A. E. Moses	NIPPON YUSEN KAISHA	35th inst., D'light.
SHANGHAI	YCHOW	Brit. str.	A. E. Moses	NIPPON YUSEN KAISHA	9th inst., at Noon.
SHANGHAI	AUSTRALIAN	Freu. str.	Verrill	BUTTERFIELD & SWIRE	5th inst.
SHANGHAI	CHANGCHOW	Brit. str.	Verrill	MESSAGERIES MARITIMES	About 6th inst.
SHANGHAI	SIMLA	Brit. str.	S. de B. Lockyer	P. & O. S. N. Co.	About 12th inst.
SHANGHAI	CHANG	Brit. str.	Jones	BUTTERFIELD & SWIRE	To-day.
TAMU, VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	T. W. Groves	OSAKA SHOSEN KAISHA	5th inst.
AMOY, VIA SWATOW & AMOY	MAIDZURU MARU	Jap. str.	K. A. Kashi	OSAKA SHOSEN KAISHA	To-day.
POOCHOW, VIA SWATOW & AMOY	ANPING MARU	Jap. str.	I. Goto	OSAKA SHOSEN KAISHA	9th inst.
AMOY, SAMARANG & SOURABAYA	SHANTUNG	Jap. str.	Quail	BUTTERFIELD & SWIRE	3th inst.
SWATOW, AMOY & POOCHOW	HAISE	Brit. str.	Robson	DOUGLAS LAFFRAK & CO.	To-morrow, 10 A.M.
MANILA	KALPOKIA	Jap. str.	N. Tait	BUTTERFIELD & SWIRE	To-day, at 10 A.M.
MANILA	ROON	Jap. str.	G. S. Weigall	JARDINE, MATHESON & CO.	4th inst., at 4 P.M.
MANILA	RUHI	Brit. str.	R. W. Almond	SHAW, TOMES & CO.	4th inst., 10 A.M.
MANILA	CHANGSHA	Brit. str.	T. Moore	BUTTERFIELD & SWIRE	8th inst.
MANILA	SUNGBANG	Brit. str.	Outarbridge	BUTTERFIELD & SWIRE	9th inst.
MANILA DIRECT	ZAFIRO	Brit. str.	R. Rodger	SHAW, TOMES & CO.	13th inst., 10 A.M.
CEBU & ILOILO	WUHLING	Brit. str.	Sommerville	BUTTERFIELD & SWIRE	5th inst.
BOMBAY, VIA SINGAPORE & COLOMBO	BOMBAY MARU	Jap. str.	T. Murali	NIPPON YUSEN KAISHA	8th inst., at Noon.
BOMBAY, VIA SINGAPORE & PENANG	ISCHIA	Ital. str.	Maganzini	CARLOWITZ & CO.	10th inst., at Noon.
SINGAPORE & CALCUTTA	C. F. FERD. LARISZ	Ger. str.	Sachs	HAMBURG-AMERIKA LINIE	4th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	ULSANG	Brit. str.	Buller	JARDINE, MATHESON & CO.	5th inst., at Noon.
SINGAPORE & BOMBAY	TATSEL	Brit. str.	H. W. Kenrick	P. & O. S. N. Co.	About 5th inst.
KWAN CHAU WAN	SWIFT	Brit. str.	A. E. Mongor	CHI WO	Quick despatch.

FOR SINGAPORE AND CALCUTTA.

THE Steamship

"C. FERD. LARISZ,"
 Captain Sachs, will be despatched for the above ports on FRIDAY, the 4th September, at Noon.

For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 28th August, 1903. [243]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

"LOONGSANG,"
 Captain G. S. Weigall, will be despatched as above on FRIDAY, 4th September, at 4 P.M.

This steamer has superior accommodation for First-class Passengers and is fitted throughout with Electric Light and carries a doctor.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 29th August, 1903. [2439]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG,"
 Captain Haller, will be despatched as above on SATURDAY, the 6th inst., at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 1st September, 1903. [2442]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI.

THE Company's Steamship

"AUSTRALIEN,"
 Captain Verrill, will be despatched for the above port on or about SUNDAY, the 6th September.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 31st August, 1903. [2]

NAVIGAZIONE GENERALE ITALIANA.

(Florida and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Aden, Suez, Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao.

(Taking Cargo at through rates to Persian Gulf, and Bagdad, also Barcelona, Valencia, Alicante, Almeria and Malaga.)

THE Steamship

"ISCHIA,"
 Captain Maganzini, will be despatched as above on THURSDAY, the 10th inst., at Noon.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 1st September, 1903. [2342]

FOR KWAN CHAU WAN.

THE Steamship

"SWIFT,"
 Captain A. E. Mongor, will have quick despatch for the above port.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, LONDON, NEW YORK, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. SAILING DATES.

* KLAUSCHOU ... THURSDAY ... 2nd September

BAYERN ... THURSDAY ... 17th September

STETTIN ... WEDNESDAY ... 30th September

SEYDLITZ ... WEDNESDAY ... 14th October

ROON ... WEDNESDAY ... 28th October

PREUSSEN ... WEDNESDAY ... 11th November

* HAMBURG ... WEDNESDAY ... 25th November

PRINZ HEINRICH ... WEDNESDAY ... 9th December

KONG ALBERT ... WEDNESDAY ... 23rd December

1904

* KLAUSCHOU ... WEDNESDAY ... 6th January

SACHSEN ... WEDNESDAY ... 20th January

BAYERN ... WEDNESDAY ... 3rd February

SEYDLITZ ... WEDNESDAY ... 17th February

ROON ... WEDNESDAY ... 2nd March

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 2nd day of SEPTEMBER, 1903, at Noon, the Steamship "KLAUSCHOU," of the HAMBURG-AMERIKA LINIE, Captain Behrens, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 3rd August, Cargo and Special will be received on Board until 5 P.M. on TUESDAY, the 1st September, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 1st September.

Contents of Packages are required. No Packages will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 24th August, 1903

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG via INLAND SEA

PORTLAND, OREGON

OPERATING IN CONNECTION WITH OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS. CAPTAIN TO SAIL ON

"INDRASAMHA" 5,197 R. P. Craven September 13, 1903

"INDRAVELLI" 4,899 W. E. Craven October 14, 1903

"INDRAPURA" 4,899 A. E. Hollingsworth November 14, 1903

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 22nd August, 1903. [14]

HAMBURG-AMERIKA LINIE

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

OCEAN STEAM SHIP CO., LD.

AND

CHINA MUTUAL STEAM NAVIGATION CO. LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.		
FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL...	"DEUCALION"	On 2nd September.
GLASGOW and LIVERPOOL...	"AGAMEMNON"	On 5th September.
GLASGOW and LIVERPOOL...	"JASON"	On 17th September.
GLASGOW and LIVERPOOL...	"PAK LING"	On 23rd September.
GLASGOW and LIVERPOOL...	"CALCHAS"	On 1st October.
GLASGOW and LIVERPOOL...	"TANTALUS"	On 7th October.
GLASGOW and LIVERPOOL...	"ANTENOR"	On 24th October.
GLASGOW and LIVERPOOL...	"OANFA"	On 27th October.

HOMEWARDS.		
FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON and ANTWERP	"KINTUCK"	On 15th September.
LIVERPOOL	"PINGSUEY"	On 22nd September.
MARSEILLES, LONDON and ANTWERP	"GLAUCUS"	On 29th September.
MARSEILLES, LONDON and ANTWERP	"AGAMEMNON"	On 13th October.
LIVERPOOL	"JASON"	On 23rd October.
MARSEILLES, LONDON and ANTWERP	"PAK LING"	On 27th October.

TRANS-PACIFIC SERVICE.

FOR VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOREA and YOKOHAMA.

The s.s. "DEUCALION" left Singapore on the 28th inst., p.m., and is due here on the 5th inst., 2nd September.

The s.s. "AGAMEMNON" left Singapore on the 31st ult., and is due here on the 5th inst., p.m.

The s.s. "TELEMACHUS" from Tacoma left Moji on the 1st inst. for Hongkong direct.

For Freight, apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 2nd September, 1903.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"IOHANG"	On 2nd September.
MANILA	"KAIKONG"	On 2nd September.
CEBU and LOILO	"WUCHANG"	On 5th September.
AMOI, SAMARANG and SOERABAYA	"SHANTUNG"	On 5th September.
SHANGHAI	"YOHOW"	On 5th September.
MANILA	"CHANGCHOW"	On 7th September.
PORT DARWIN, THE B.S.D.V. ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 8th September.
MANILA	"SUNGKIANG"	On 9th September.
YOKOHAMA and KOBE	"CHINGFU"	On 12th September.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light Unrivaled table. A daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 2nd September, 1903.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
YOKOHAMA, via SHANGHAI, HAI MOI and KOBE (Passing through the Inland Sea)	Borneo, D. C. Grogan, R.N.R.	About 4th September	Freight and Passage.
SINGAPORE and BOMBAY	Tientsin, H. W. Kourick, R.N.R.	About 5th September	Freight only.
LONDON, &c.	CHUSAN, W. W. Cooke, R.N.R.	12th September	See Special Advertisement.
SHANGHAI	Sima, S. de B. Lockyer, R.N.R.	About 12th September	Freight and Passage.
LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	Suzmar, W. Hayward, R.N.R.	About 18th September	Freight and Passage.

Taking Cargo for Marseilles and London, via Singapore. Calling at Penang if sufficient inducement offers.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 2nd September, 1903.

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR TAMSUI VIA SWATOW, ANPING, VIA SWATOW, AND AMOI.

FOR TAMSUI VIA SWATOW, ANPING, VIA SWATOW, AND AMOI.

FOR TAMSUI VIA SWATOW, ANPING, VIA SWATOW, AND AMOI.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a daily qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.

Hongkong, 31st August, 1903.

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewards carried.

Steamship	Captain	Tons	Sailing Date
"ROSETTA MARU"	N. Tate	3876	Wednesday, 2nd September, at 10 A.M.
"BOHILLA MARU"	E. P. Bishop	3869	Tuesday, 8th September, at 10 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 31st August, 1903.

K. NAKASHIMA, Manager.

COMPAGNIE DES MESSAGERIES MARITIMES
PAQUEBOTS-POSTES FRANÇAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ON TUESDAY, the 8th September, 1903, at 1 P.M. the Company's Steamship "SALAZIE," Captain Negro, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 7th September. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 27th August, 1903.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"CHUSAN"

Captain W. W. Cooke, R.N.R., carrying His Majesty's Mails, will be despatched from this Port for Bombay, etc., on SATURDAY, the 27th SEPTEMBER, at NOON, taking passengers and cargo for the above ports.

Silk and Valuable all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's bills of Lading.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 1st September, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FRIEDLAND, TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"PERSIA"

Captain Craglietto, will be despatched at above on SATURDAY, the 19th September, p.m.

This Steamer has capital accommodation for Passengers, Electric Light and carries a Doctor.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Hongkong, 25th August, 1903.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN"

Captain W. Ellis, will be despatched at above on the above ports on WEDNESDAY, the 23rd September, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.

The Steamer is installed throughout with the electric light.

A stewardess and a daily qualified surgeon are carried.

Y.R.—To ensure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 23rd August, 1903.

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Steamship

"NORDKYN" Captain A. Beer.

will be despatched on WEDNESDAY, the 30th SEPTEMBER.

For Freight, &c., apply to

SHEW & CO., General Agents.

Hongkong, 31st August, 1903.

HONGKONG-MACAO LINE.

S.S. "WING CHAI"

Captain Samuel Bell Smith.

DEPARTURES from Hongkong on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao (week days) at about 2 P.M. and (Sundays) about 9 P.M.

FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.

2nd Class \$1.50. Return Ticket \$2.50.

3rd Class \$1. Steerage 50 cents.

On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Dinner and Dinner either on board or at Macao Hotel \$5.

What—Opposite Central Market.

The Steamer

MING ON & CO.

2nd Floor, 16, Victoria Street.

Hongkong, 2nd September, 1903.

CHINA NAVIGATION CO. LIMITED.

HONGKONG—MANILA. REDUCED SALOON PASSAGE MONEY.

SINGLE, \$20; RETURN, \$35. STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DUTY QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 4th July, 1903.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIA-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1903.

NOTICES TO CONSIGNEES

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SHIMOSA" FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd September will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 5th September, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st August, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED, Agents.

Hongkong, 26th August, 1903.

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA," FROM TACOMA, VICTORIA, YOKO.

HAMA, KOBE and MOI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD., Agents.

Hongkong, 27th August, 1903.

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRADEO"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 2nd September, at 10 A.M., will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

JARDINE, MATHESON & CO., Agents.

Hongkong, 26th August, 1903.

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SAMBIA"

Captain Schmidt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 27th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd September will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd September, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hamburg Office.

Hongkong, 27th August, 1903.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 2nd September, will be landed at Consignees' risk and expense into Godowns at Kowloon.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., General Managers.

Hongkong, 31st August, 1903.

M. CHADWICK KEW

DENTAL SURGEON,

No. 39, QUEEN'S ROAD, CENTRAL.

Office Hours—9 A.M. to 5 P.M.

Hongkong, 16th June, 1903.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—

From London, &c., ex s.s. India.

From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., To-day, the 27th inst.

Goods not cleared by the 3rd prox., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 27th August, 1903.

STEAMSHIP "PETRACH" GENERAL AVERAGE.

NOTICE IS HEREBY GIVEN that all Claims for Damage to Cargo by water, when the "Petrach" was on fire at Shanghai, 13th May, 1903, must be submitted to the Adjuster, Mr. E. H. HUTCHISON (of the Yangtze Insurance Association, Limited), Shanghai, on or before 1st OCTOBER next, after which date no Claim will be recognised.

SANDER, WIELER & CO., Agents.

Hongkong, 31st August, 1903.

GRIMAULT & CO

Medicinal Skin Soap



Recommended by eminent Dermatologists and adopted in the Paris Hospitals in the treatment of Ringworm, Acne, Psoriasis, Eczema and Skin diseases generally.

8, RUE VIVIERE, 8

Paris

(1892-3)

BUDWEISER BEER

EXTRA PALE LAGER IN CLEAR BOTTLES, OF UNIFORM POPULARITY.

ANHEUSER BUSCH BREWERY ASSOCIATION, ST. LOUIS.

LEADS TO GREATER AND GREATER QUALITY.

THE BREWERY LARGEST IN THE WORLD.

THIS BEER is brewed of best Saazer Hops and finest Barley Malt only, and warranted not to contain Chemicals in any form.

The Beer is stored in the being bottled, and full maturity gives it its fine condition in any climate. It is naturally bright, and its sparkling and perfectly pure.

